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AMRL-TR-75-50 Volume 133

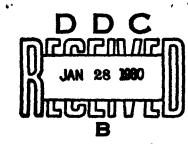


USAF BIOENVIRONMENTAL NOISE DATA HANDBOOK

Volume 133

F-15 Aircraft in the AF32A-23 Noise Suppressor, Near and Far-Field Noise

**JULY 1979** 



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AEROSPACE MEDICAL RESEARCH LABORATORY
AEROSPACE MEDICAL DIVISION
AIR FORCE SYSTEMS COMMAND
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FOR THE COMMANDER

HEIGHER VON GEERKE

Director

Biodynamics and Bioengineering Division Assospace Medical Research Laboratory

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pressure levels, C-weighted and A-weighted sound levels, preferred speech interference level, perceived noise level, and limiting times for total daily exposure of personnel with and without standard Air Force ear protectors. Far-field data measured at 16 locations are normalized to standard meteorological conditions and extrapolated from 75-8000 meters to derive sets of equal-value contours for these same seven acoustic measures as functions of angle and distance from the source. Refer to Volume 1 of this handbook, "USAF Bioenviron-mental Data Handbook, Vol 1: Organization, Content and Application, AMRL-TR-75-50(1) 1975, for discussion of the objective and design of the handbook, the types of data presented, measurement procedures, instrumentation, data processing, definitions of quantities, symbols, equations, applications, limitations, etc.

### **PREFACE**

This report was prepared by the Biodynamic Environment Branch, Aerospace Medical Research Laboratory, under Project. Task 723107, Technology to Define and Assess Environmental Quality of Noise From Air Force Operations.

The author gratefully acknowledges Mr. John Cole and Mr. Robert Powell for their assistance in preparing this report, Mr. Jerry Speakman and Capt Richard Gorman for their assistance in acquiring the raw data, Mr. Keith Kettler, Mr. Henry Mohlman and Mr. Fred Lampley of the University of Dayton for assistance in the mechanics of data processing, and Mrs. Peggy Massie for assistance in typing this report.

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### INTRODUCTION

The F-15A aircraft is a single-place, land-based, high-performance, air-superiority fighter powered by two Pratt and Whitney F100-PW-100 engines. The aircraft is manufactured by McDonnell-Douglas Corporation and code named the Eagle. The AF32A-23 noise suppressor was built by the Jetway Equipment Corporation to provide noise level reduction for all F-15 aircraft during ground runup operations.

This volume provides measured and extrapolated data defining bioacoustic environments produced by this aircraft in this suppressor system during ground runup operations. Such data are essential to evaluate ear protection requirements, limiting personnel exposure times, voice communication capabilities, and annoyance problems associated with ground runups of the F-15 aircraft operating in the AF32A-23 noise suppressor.

This volume is one of a series published by the Aerospace Medical Research Laboratory (AMRL) under the same report number (AMRL-TR-75-50) as a multi-volume handbook that quantifies the noise environments produced at flight/ground crew locations and in surrounding communities by operations of Air Force aircraft and ground support equipment. The far-field, community-type noise data in the handbook describe the noise produced during ground operations of aircraft, ground support equipment, and other ground-based equipment or facilities.

Volume 1 of this handbook discusses the objectives and design of the handbook, the types of data presented, measurement procedures, instrumentation, data processing, definitions of quantities, symbols, equations, applications, limitations, etc. Volume 2 provides a method and data for adjusting the handbook's far-field noise data, which are for standard meteorological conditions (15°C temperature, 70% rel humidity, 0.760 meters Hg barometric pressure), to derive comparable data for other meteorological conditions. Refer to Volumes 1 and 2 (references 1 and 2) for such information because it is not repeated in other handbook volumes.

A cumulative index lists those aerospace systems contained in the handbook, and identifies the specific volumes containing each type of environmental noise data available (i.e., inflight/flight crew and passenger noise, near-field/ground crew noise, far-field/community noise). Volume numbers are assigned sequentially as individual volumes are published. This index is periodically updated as individual volumes are published and is available upon request from AMRL/BBE, Wright-Patterson AFB, OH 45433. Organizations on the distribution list for the handbook will automatically receive a copy of each updated index.

Direct any questions concerning the technical data in this report and other handbook volumes to: AMRL/BBE, Wright-Patterson AFB, OH 45433; AUTOVON 78-53675 or 78-53664; Camercial (513) 255-3675 or (513) 255-3664.

Cole, John N., USAF Bioenvironmental Noise Data Handbook, Volume 1: Organization, Content and Application, AMRL-TR-75-50
 Aerospace Medical Research Laboratory, Wright-Patterson Air Force Base, Ohio, 1975.

Cole, John N., USAF Bioenvironmental Noise Data Handbook, Volume 2: Procedure to Evaluate Effects of Non-standard Meteorological Conditions on Far-Field Noise, AMRL-TR-75-50 (2), AMRL, WPAFB, OH 1975.

### **NEAR-FIELD NOISE**

#### **MEASUREMENTS**

AMRL acquired near-field noise data on the AF32A-23 noise suppressor system during ground runup operations of the F-15 aircraft. For these tests the aircraft was located in the AF32A-23 noise suppressor at Nellis AFB with no significant reflecting surfaces in the vicinity except the ground plane. Table 1 gives the surface meteorological conditions and the four-engine power conditions. The ground-crew chief selected power conditions and near-field locations generally used during routine maintenance or engine runup for preflight checks.

At each near-field location a test engineer randomly moved a hand-held microphone in and around each location, probing all areas where a crew member's head would normally be located. He recorded all the noise samples on magnetic tape. During analysis of each sample, he determined the one-third octave band root-mean-square sound pressure using a 4- or 8-second integration time to derive a power-averaged level for each location. Figure 1 shows the four near-field locations where ground crew are usually located for maintenance and/or preflight checkout operations. Estimates of noise levels at other locations are difficult in the near-field since the noise source is spatially distributed, i.e., not a point source. The noise levels at near-field locations can vary widely depending upon relative distances from each noise source (intake noise, exhaust noise, panel resonances, internal engine noise through the engine wall, etc.).

Table 1 lists the numeric/alphabetic designators used on the data pages in this report to identify the measurement locations and test conditions. For example, the designator 1/A means ground crew location 1 and test condition A.

### RESULTS

The measured data presented in Table 2 define the sound pressure levels (SPL) produced by the F-15 aircraft in the AF32A-23 noise suppressor at the four ground crew locations. This table includes the overall, 1/3-octave band, and octave band levels. From these data one can calculate the variety of measures given in Table 3, which are widely used to assess the effects of noise on personnel and their performance.

All near-field data are for the meteorological conditions at the time of test but are valid for all typical airbase meteorology because of the short sound propagation distances involved.

## TABLE 1

## MEASUREMENT LOCATIONS AND TEST CONDITIONS FOR NEAR-FIELD NOISE MEASUREMENTS

# F-15 Aircraft In The AF32A-23 Noise Suppressor, Nellis AFB NV, 17 March 79 Tail #076-079

Ground Crew Location	
1	Leak Check Position
2	Trim Check Position
3	Ground Crew Observer Position
4	Fire Truck Position
Aircraft Operation [Single Engine]	
A	Idle Power (65% RPM)
В	80% RPM
C	Military Power (91 % RPM)
D	Max Afterburner Power
Meteorology	
Temperature	12 C
Bar Pressure	.708 M Hg
Rel Humidity	47 %
Wind — Speed	2 M/Sec (4 KTS)
— Direction	260 Deg

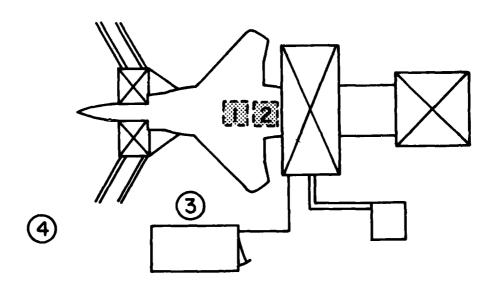


Figure 1. Near-Field Measurement Locations at Nellis AFB NV

## **FAR-FIELD NOISE**

### **MEASUREMENTS**

AMRL acquired both neal and far-field data during a 1-2-hour test period, thus keeping similar meteorological conditions. Figure 2 shows the ground runup pad, ground cover, aircraft orientation and the 16 microphone measurement sites on a semicircle. The center of the 100 meter radius semicircle used in surveying the AF32A-23 suppressor was on the ground directly below the center of the exhaust stack.

Table 4 provides cockpit readouts of engine characteristics (% RPM, fuel flow, etc.) for each power setting used in the far-field tests. Also listed in this table are the surface meteorological conditions during data acquisition.

All microphone measurement sites are in the acoustic far-field of their source where the sound wave-fronts spherically diverge and the noise source may be regarded as a point source.

A portable microphone/tape-recorder system was used to sequentially record the noise at each far-field location. The microphone was attached to a hand held pole, pointed at the source (0° angle of incidence) and vertically scanned from 0.5 to 3 meters for a period of 5-10 seconds during data acquisition at each microphone location. These samples were then time-integrated to derive a root-mean-square sound pressure level. Vertical scanning and time-integrating together reduce anomalies frequently present in data acquired by a fixed height microphone.

#### **RESULTS**

Table 5 lists the overall and 1/3 octave band SPL measured at the far-field locations under meteorological conditions at the time of the test. Data in all other figures and tables are based on these levels. These data were normalized to 100 meters distance and standard meteorological conditions (15°C temperature, 70% relative humidity, 0.760 meter Hg barometric pressure) and used to derive the graphic data in Figure 3 which provides a compact summary of the far-field noise characteristics of the F-15 aircraft operating in the AF32A-23 noise suppressor in a standard format.

Estimates of the noise levels for intermediate power settings (e.g., 90% RPM) and/or different number of engines operating (e.g., single engine) can be determined as explained in Volume 1 of this handbook.

Figures 4 through 10 are sets of equal noise contours describing seven different measures of noise as a function of angle and distance from the source for standard day meteorology. They are respectively, overall sound pressure level, C-weighted sound level, A-weighted sound level, perceived noise level, speech interference level, permissible exposure times for personnel and octave band sound pressure levels.

Data excessively influenced by spurious background/electronic noise were eliminated from all figures and tables. No data were taken at angles of 70°, 80° and 90° due to blockage of the noise by the F-5 suppressor that was located between the measurement points and the F-15 suppressor. The noise data taken at 60° and 100° were significantly reduced due to partial screening of this "barrier" therefore suppressor data for angles 60° to 100° have been interpolated from the data at 50° and 110° using a linear interpolation for each 1/3 octave band at the reference distance.

Test personnel performed noise surveys during quiet periods when the background noise was minimal, e.g., early in the morning when no other aircraft or engine test stands were operating. Data eliminated because they were near the background/electronic noise were generally not significant because the levels were solow.

Volume 2 of the handbook describes the influence of meteorology on far-field no  $\sim$  environments, and provides, if required, the factors necessary to adjust the handbook's standard meteorological day data.

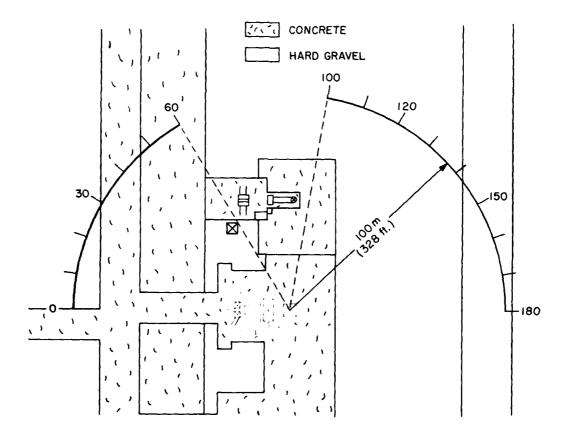


Figure 2. Far-Field Measurement Locations at Nellis AFB NV

TABLE: MEASURED SOUND 1/3 OCTAVE BAND	PRESSUR										O I DE	FICATION 3.2	1 <b>20</b> 4
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· 100	91	2	89	36	8		8 8	95	46	103	101	9.0	
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	87	92	#O √	108	102		86	116	111	119	112	26	
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LEVEL CORRECTED TO REMOVE BACKGROUND/ELECTRONIC NOISE.

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\* BASED ON CALCULATED SPL SPECTRUM UNDER PROTECTIVE DEVICE. P ADDITIONAL EAR PROTECTION REQUIRED.

### **TABLE 4**

## TEST CONDITIONS FOR FAR-FIELD NOISE MEASUREMENTS

## F-15 Aircraft In The AF32A-23 Noise Suppressor, Ground Runup 17 March 1979 Nellis AFB NV, Tail #076-079

## Aircraft Engine Operation

**Military Power** 

Idle Power Both Engines

65 % RPM

470 F, Turbine Inlet Temperature

1100 LBS/HR, Fuel Flow

80% RPM Both Engines

80 % RPM 650 F, TIT 3900 LBS/HR, FF

,

Both Engines 91 % RPM 930 F, TIT 8600 LBS/HR, FF

Afterburner Power One Engine

91 % RPM 930 F, TIT 40800 LBS/HR, FF

### Meteorology

 Temperature
 12 C

 Bar Pressure
 .708 M Hg

 Rel Humidity
 47 %

 Wind — Speed
 2 M/Sec (4 KTS)

- Direction 260 Deg

Compression	ii
(SUPPRESSED)	( OPERATION: ( IDLE POWER (6
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LEVEL CORRECTED TO REMOVE BACKGROUND/ELECTRONIC NOISE.

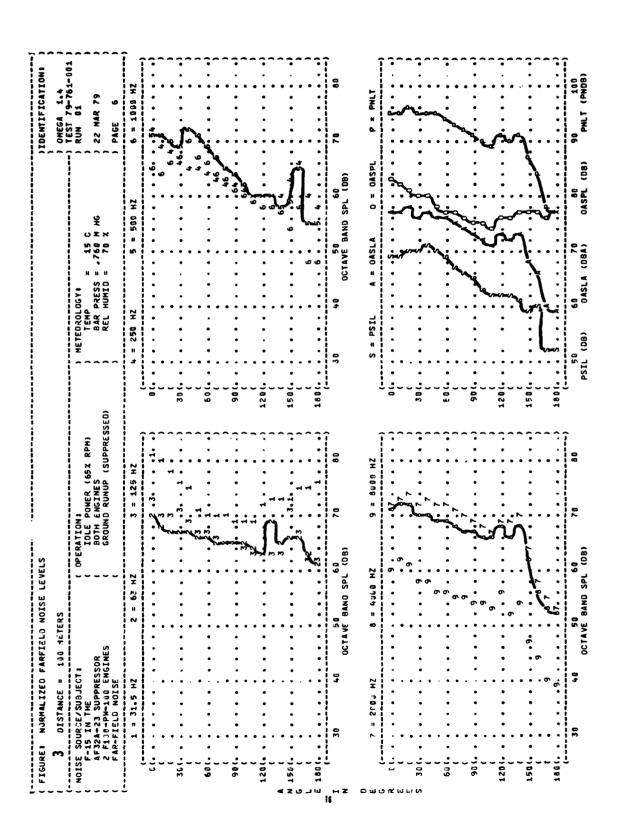
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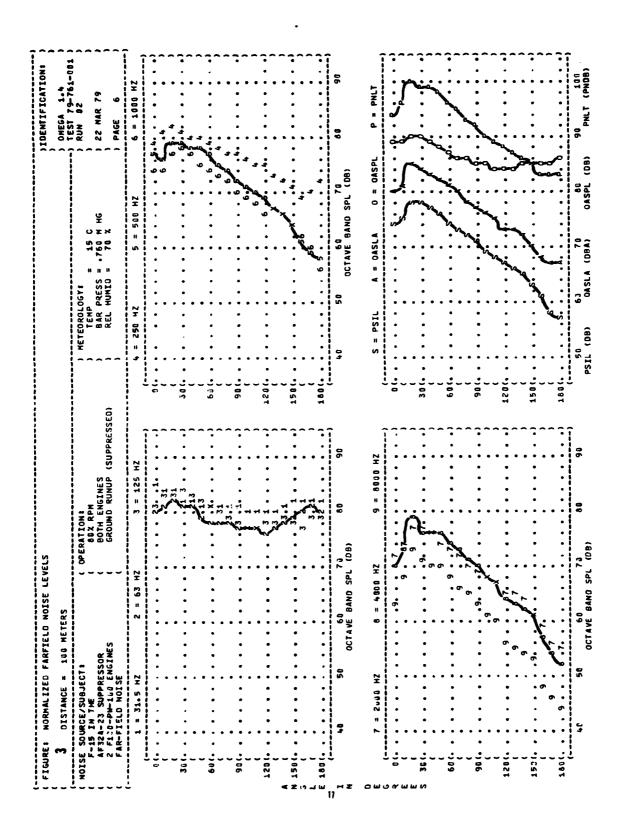
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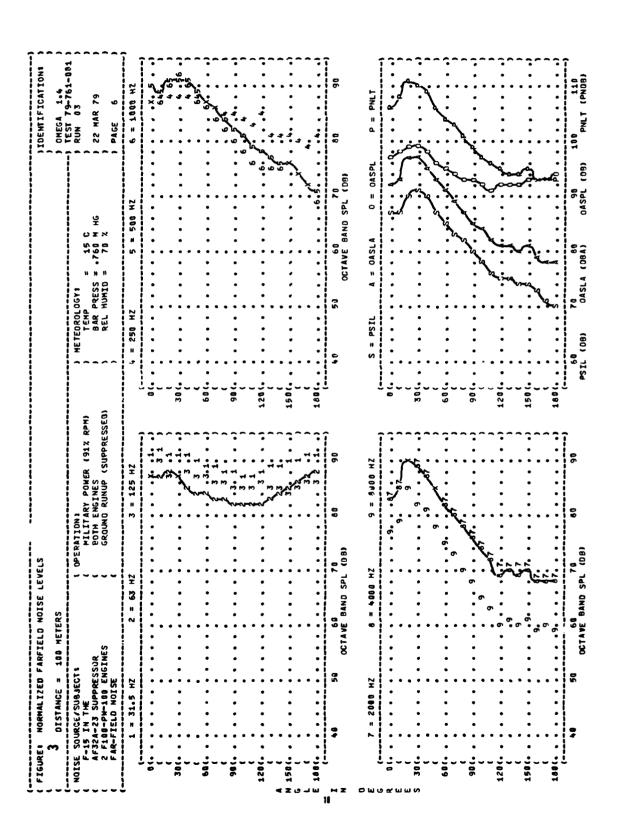
LEVEL CORRECTED TO REMOVE BACKGROUND/ELECTRONIC NOISE.

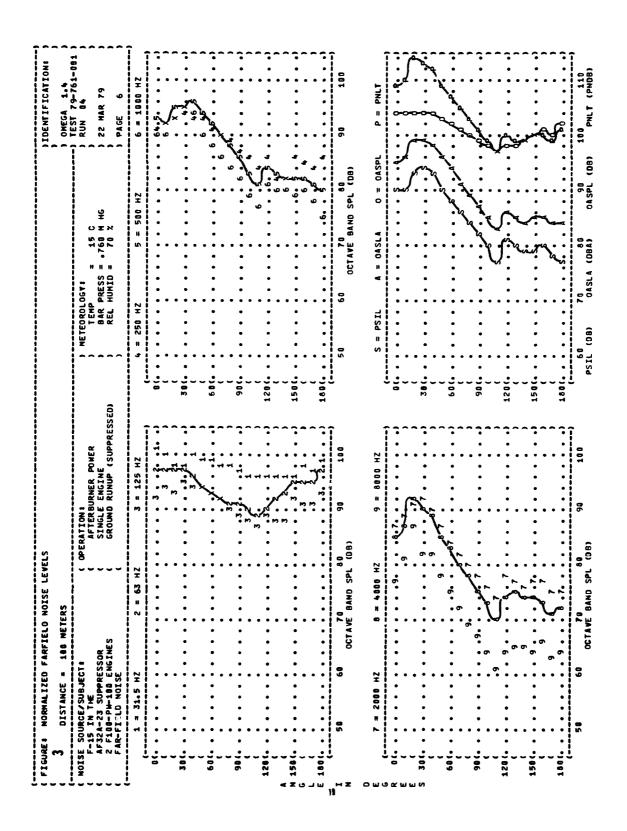
EVENBECT II ( OPERATION II ) METCROLOGY I   TEMP	TABLE:	ASURED 3 OCTAV STANCE	SOUND F BAND		PRESSURE METERS	LEVEL	(08)										i o	DENTIFICATION OMEGA 1.4	TCAT	NO
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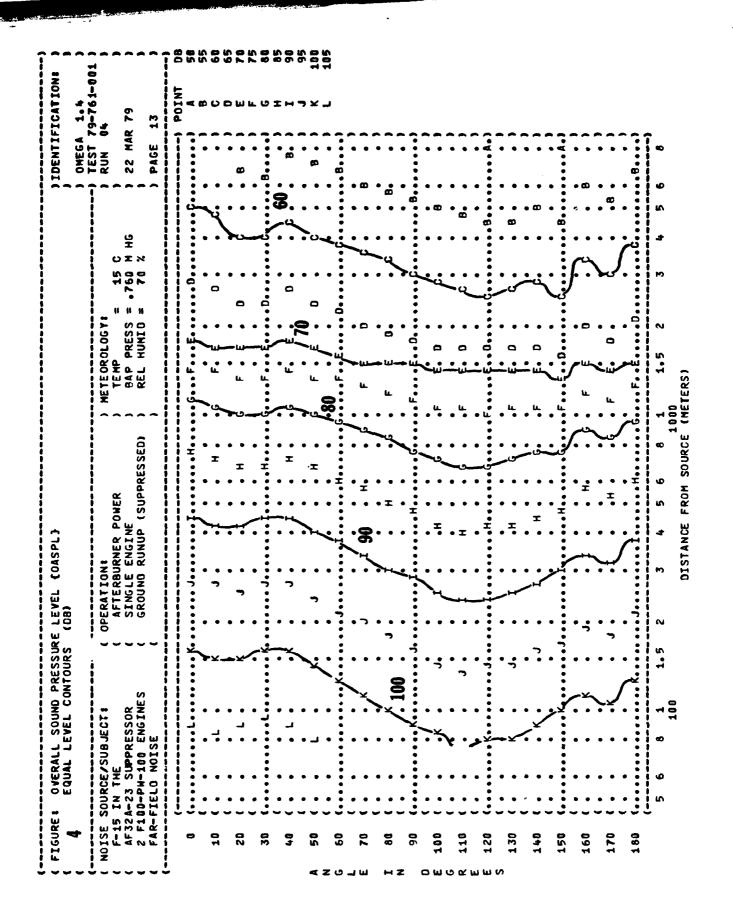
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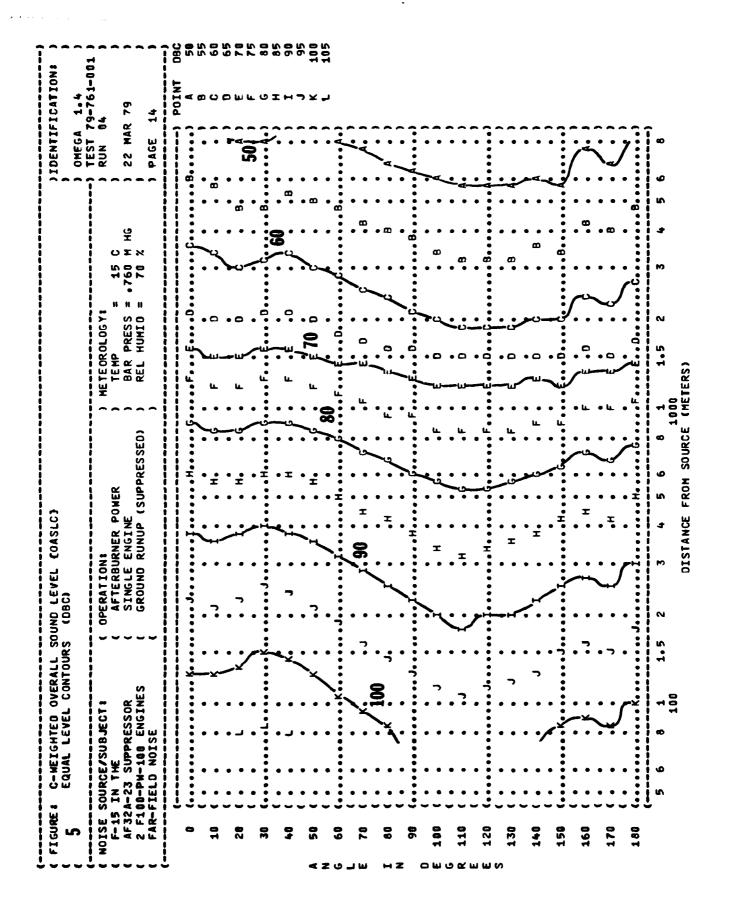
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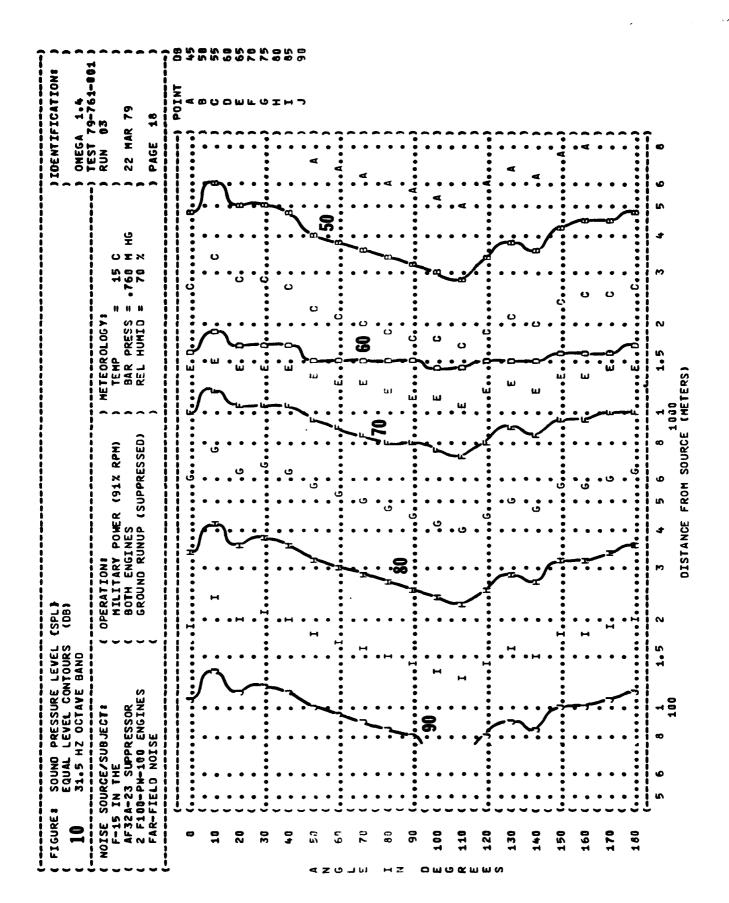
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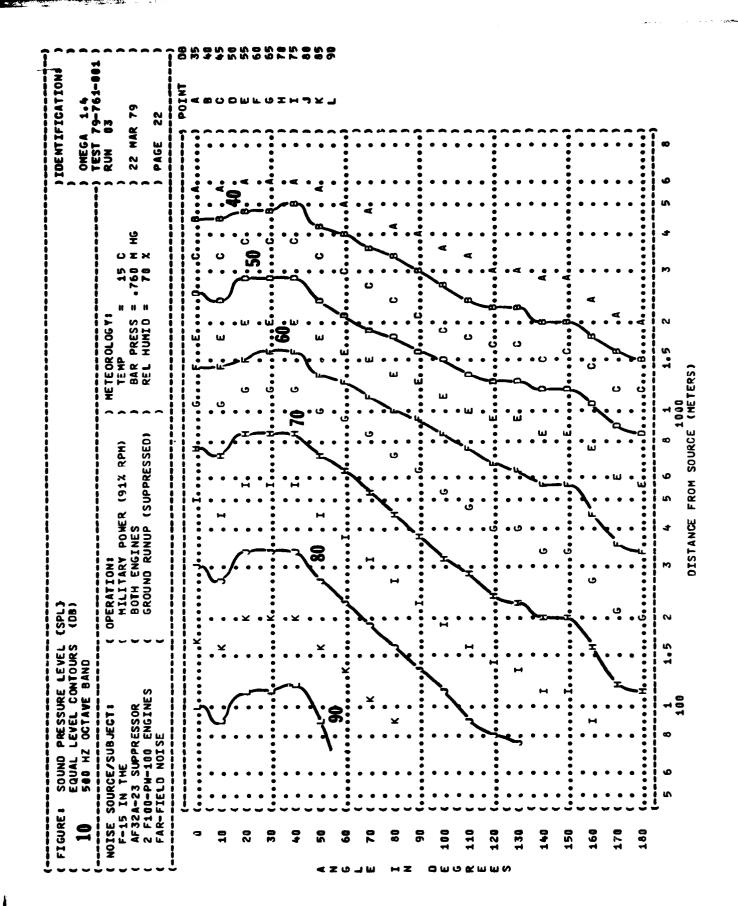
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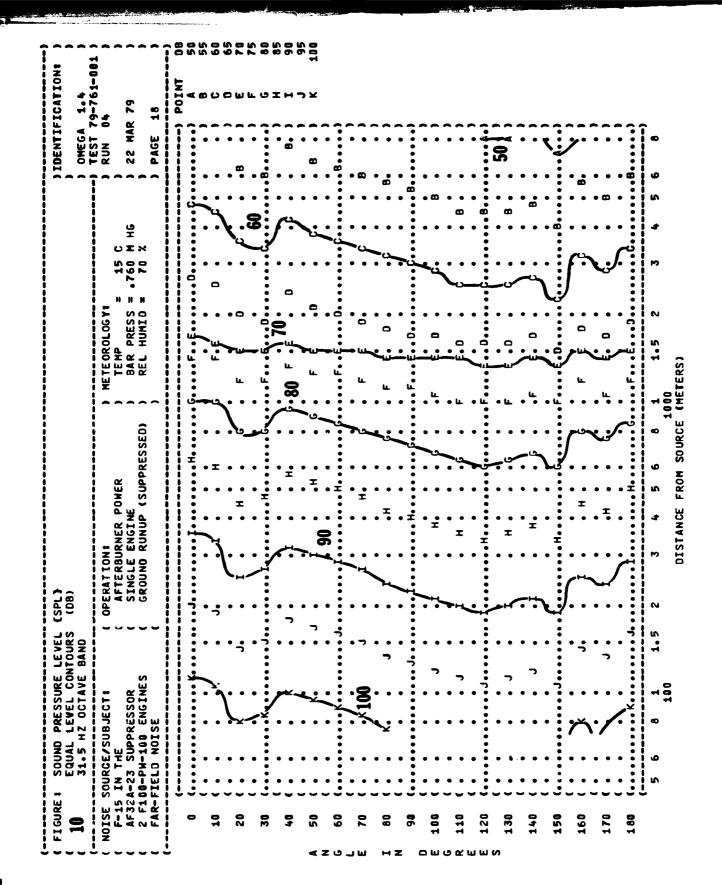


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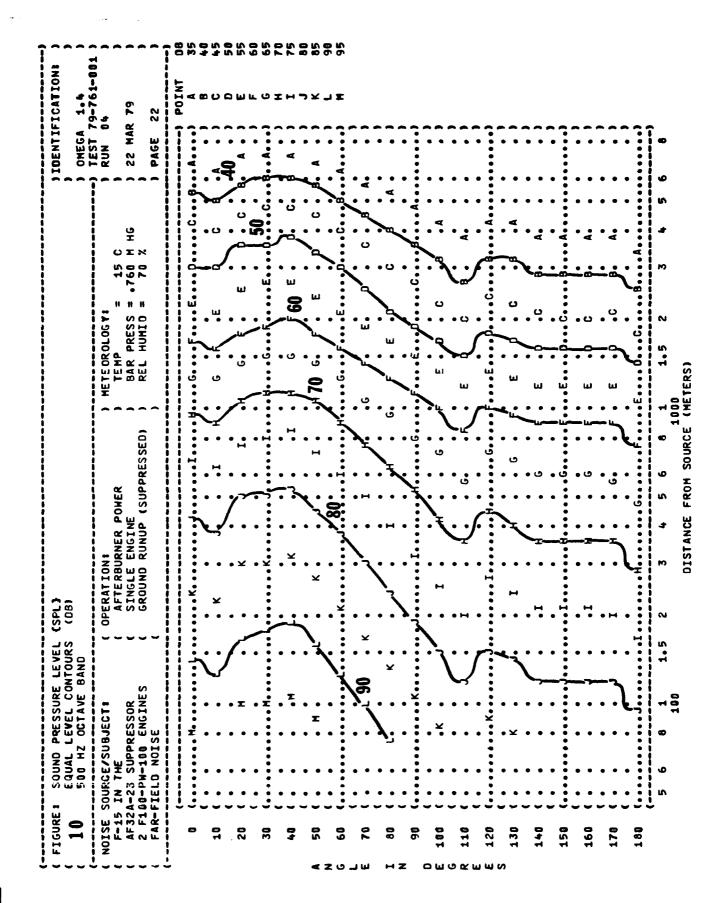
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